

STATE HISTORICAL
SOCIETY OF IOWA

IOWA DEPARTMENT OF CULTURAL AFFAIRS

The Annals of Iowa

Volume 59 | Number 1 (Winter 2000)

pps. 103-104

Railroads in the Heartland: Steam and Traction in the Golden Age of Postcards

ISSN 0003-4827

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Recommended Citation

"Railroads in the Heartland: Steam and Traction in the Golden Age of Postcards." *The Annals of Iowa* 59 (2000), 103-104.

Available at: <https://doi.org/10.17077/0003-4827.10340>

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center of the largest concentration of Danish immigrants in the United States. Thorvald soon opened a grocery store, while Mette, a busy mother of six, found time to organize a Danish reading club and play an active role in the local Lutheran church. The Muller home was often the first stopping place for immigrants, as Thorvald and Mette assisted "greenhorns" in their initial adjustments to a new life in a new world. It is little wonder, then, that following the Danish custom of naming their house, the Mullers chose "Uroligheded," a Danish word meaning "constantly astir."

The genesis for this engrossing book was an exhibit at the Danish Immigrant Museum at Elk Horn, Iowa. The book's editors, Barbara Lund-Jones, curator at the Danish Immigrant Museum, and John W. Nielsen, director of special projects of the Danish Immigrant Archives at Dana College in Blair, Nebraska, have successfully met the challenge of turning a museum exhibit, essentially visual, into a book, essentially textual. Although the saga of the Muller family is at its center, the book is also an interesting oral history of life in an Iowa immigrant community. Like the Mullers, most early residents of Kimballton celebrated living in two worlds, one Danish, the other American. There is much to enjoy in this well-done study. Anyone who takes on the challenge of community history should consult it.

Railroads in the Heartland: Steam and Traction in the Golden Age of Postcards, by H. Roger Grant. Iowa City: University of Iowa Press, 1997. x, 181 pp. Illustrations, bibliography, index. \$29.95 cloth.

REVIEWED BY PETER H. JAYNES, KIRKWOOD COMMUNITY COLLEGE

Using postcard images, H. Roger Grant attempts to "illuminate the principal themes of railroading in the Midwest [defined as stretching from Ohio and the Ohio River to the Missouri River] during the early part of the twentieth century" (ix-x). The introductory section, which provides background for the brief captions accompanying the images, would be more effective if the points being made were supported by images and maps showing what was being explained. The rest of the book consists of sections looking at the "railroad landscape," "depots," "other railroad facilities," "people and the iron horse," and "electric interurbans." There are no images focusing on railroad rolling stock. The landscape chapter includes a variety of architectural as well as natural forms and structures associated with railroads. Images of "New England," "eastern," "prairie," and "western" styles of depots would have made the statements in that section clearer.

Brief explanatory or interpretive statements could have made several of the images more informative. Examples include the danger to workers of roof walks and hand-set brakes (48), the "working clothes" in a stockyard (51), the Chautauqua movement (165, 167), and the relationship between electric trolley companies and amusement parks (166) and other sources of entertainment. Terms such as *Shaker buildings* (77) and "tangent" track (31) should have been explained. There are a couple of problems. Unless a drovers' caboose is considered for passengers, the train on page 89 is a short freight, not a "mixed" train. The "probability that the Midwest boasted the largest concentration of 'live wires'" and that this had some connection with railroads there (7) coupled with the weak support given for that statement adds little and may be unfortunate.

Despite its problems, this book provides an interesting and nostalgic look at one aspect of past life in the Midwest.

The Sunday Game: At the Dawn of Professional Football, by Keith McClellan. Akron, OH: University of Akron Press, 1998. xi, 503 pp. Illustrations, tables, charts, notes, appendixes, index. \$19.95 cloth.

REVIEWED BY RON BRILEY, SANDIA PREPARATORY SCHOOL, ALBUQUERQUE

In *The Sunday Game*, Keith McClellan, a graduate of the University of Northern Iowa and a member of the Professional Football Researchers Association, discusses the origins of professional football in the mid-sized factory towns of the upper Midwest, focusing on the period from 1915 to 1917. Following World War I, these pioneering efforts culminated in the formation of the National Football League. Readers of McClellan's volume will encounter long-forgotten football teams, such as the Canton Bulldogs, Youngstown Patricians, Fort Wayne Friars, and Massillon Tigers. Iowans may be surprised to find that the state was represented by the Davenport Athletic Club football team, labeled by McClellan as one of the 15 best professional teams in the United States during the 1916 season, which featured a successful player revolt against coach Victor L. Littig.

The Sunday Game is an in-depth study based on extensive library and newspaper archival research. However, McClellan's account is more descriptive than analytical. Although McClellan argues that Ohio offered cultural diversity and that professional football found a home with blue-collar factory workers who were alienated by the elitism of the Saturday college game, he nonetheless concludes, "When all is said and done, no one can prove what made northeast Ohio so im-

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